

SENATOR HENDRICKS.

Thomas A. Hendricks, met with universal approval by the whole Democratic party here.

July convention for the Presidency, it would have been a serious rebuff in Indiana as no other man could generate, and we could safely count on his carrying the State by a huge majority. And many of the friends of the new northwest would rally to his standard and support him.

The editorial columns of the Democrat are regarded here with great respect than, perhaps, any paper circulated, and the views of the distinguished writer in this morning's issue have undoubtedly created a new life, so that "Hendricks for the Presidency" is the cry. And can he lose? He is, without the strongest man in the nation, and, with him to lead, victory in November is certain.

TELEGRAPH NEWS.

ATLANTIC CABLE.

By Telegram to the Democrat.]

SERVICE.

Arrival of the Prince.
BELGRADE, June 23.—The new prince of Serbia has arrived from Paris, accompanied by Councillor Ristich and his tutor. The Prince is received with the greatest enthusiasm by all classes of the population, and by the principal officers of the Principality, and conducted to the Cathedral amid the acclamations of the multitude.

At the conclusion of the grand and imposing ceremonies at church, the Prince proceeded to the Palace, where he is now installed.

Alexander Kara George, White indignantly repeats certain insinuations which are circulating against him, and denies all connection with, or knowledge of the plot for the assassination of the late Prince Michael.

ROME.

Papal Allocation.

ROME, June 23.—A consistory was convened yesterday, at which many new bishops were appointed. The Pope delivered two separate allocations—one concerning the Papal Bull, calling together the general Council of the Roman Catholic Church, and the other on the present state of the religion in Austria.

FRANCE.

Garibaldi Again—France will never Desert the Holy Father.

PARIS, June 23.—The *Journal* publishes a report that Minotti Garibaldi is again raising volunteers to make another attack on Rome. At a public banquet in Civita Vecchi, General

declared that France would never abandon the

GREAT BRITAIN.
George Francis Train Again in Prison.
LONDON, June 25.—George Francis Train was again arrested, and today brought before the Court of Bankruptcy in Basing Hall street. He vehemently protested against the arrest, and declared that it proceeded from political motives. He appealed to the United States army and navy for protection, whereupon he was cheered by the on-lookers. After a brief examination he was remanded to prison by the judge.

Parliament.
LONDON, June 25.—The House of Lords this evening the Scotch reform bill passed to a second reading.

IRELAND.
Extensive Fire.
BRIMKEN, June 25.—An extensive fire yesterday destroyed the warehouse of Fritz, Boys, Sonthing & Son. The buildings contained heavy stocks of cotton and tobacco, little of which was saved. The fire originated among some cotton bales. The losses and insurances were not ascertained.

Minister Bancroft.
BERLIN, June 25.—It is reported that the

at the celebration of the reformation in un-

Financial and Commercial.
LONDON, June 23.—R. M. Consols.—Money, 8½; accounts, 9½; bonds, 7½; Illinois Central, 10½; Erie, 15½.
LIVERPOOL, June 23.—Cotton—Sales of 7,000 bales of middlings at 11½; Orleans at 11½. Refined petroleum firm at 18 1/8; spirits 18. Sugar, 17½.
ANTWERP, June 23.—Petroleum quiet and steady.
BREIST, June 23.—Steamer St. Laurent, from New York, arrived to-day.
WASHINGTON.
[By Telegram to the Democrat.]
Indian Visitors.
WASHINGTON, June 23.—A delegation of Montanese Indians, from the Flathead Reservation, had an interview this morning with the Commissioner of Indian Affairs, Mr. Wilcoxon, in relation to the complications that have arisen between them and the Government. The delegation started this evening.
Nominations.
The President has nominated Edward O. P. Johnson, of Utah, to the office of Justice of the Supreme Court of Utah; J. J. Bissell, First Assistant Attorney General; Commander J. C. Folger, Captain in the navy; Commander Henry Crosby, Captain in the navy.
News on Whisky.
NEW YORK, June 23.—A Washington special says the ways and means committee have agreed to prepare a bill to increase the tax on whisky, laying a special tax of \$4 per barrel on whisky in bonded warehouses.
Increase of National Currency.

ed. The banking committee favor the substitution of the plan proposed some time since by Mr. Hooper, for the Senate bill increasing the

Transportation of Merchandise in Bond.

The Senate finance committee has decided to report the substitute proposed by the Secretary of the Treasury to the bill relative to the transportation of merchandise in bond, from ports of entry on the seaboard to the interior. The features of the House bill are retained, but special guards are made against smuggling.

More Frauds.

Heavy frauds on the Government are alleged to have been practiced in the payment of bounty on the exportation of wool. It is said that a prominent bureau head in the Treasury Department has been implicated.

Emigration Agencies.

The House foreign committee will recommend the passage of a bill to establish emigration agencies.

Nomination Confirmed.

WASHINGTON, June 23.—Mr. Kelly, of Pa., was appointed today to the position of consul general at London, where they were his illness at home.

The Senate has confirmed the nomination of Edward C. Johnson, Assistant Secretary of Legation at London. The Senate also confirmed the nomination of John H. French, and was engaged in considering the Indian treaty.

The nomination of Hon. S. C. Cox as Minister to Austria it is said was rejected.

THE CHINESE.

(By Telegrams to the Democrat.)

Cyclists Dined and Wined by the New Chinese.

NEW YORK, June 23.—Hon. Anson Burlingame and the leading members of the Chinese Legation entertained last night a public dinner

the prominent citizens. Gov. Fenton presided, the guests numbering over 250, among whom

Golden and others distinguished in the legal and literary world.

At the banquet Governor Fenton introduced guests in a felicitous speech, to which Mr. Burlingame responded in a laudatory address. Subsequently toasts were proposed and responded to by Prof. Hillebreck, Horace Greeley and others. The festivities continued to a late hour. The embassy will return to Washington to-morrow night.

It is expected that the emperor will propose diplomatic propositions, subsequently visiting New York, St. Louis, Chicago and other cities, en route for Europe, where he expects to spend two years.

MEXICO.

By Telegrams to the Democrat.]

Destruction of a Mexican Army.

GALVESTON, June 28.—The Progress, of Vera Cruz, says: "The Mexican army, which left Cuernavaca, with 700 men to fight the Indians, was killed and its army destroyed. Up to this time, only two soldiers were known to be saved."

BOARD OF HEALTH.

port of the sanitary committee on wooden pavements.

In obedience to a very earnest request on the part of the public hygiene, the sanitary committee has leave to submit a report on the whiteness of wood pavements for tiles.

While all experience is unanimous upon the fact that the application of lime water to improperly instructed wood pavements, is a lot of great interest to ascertain the source of these injurious results, in order to permit us to make soundly scientific and rational constructions as to secure its use without any abuse.

In the Sibirian history of the scourge of the hut-fever, it is well known that the disease included that the few visitations in Siberia were in brief hot weather of that region, and are exclusively confined to the ranges of the mountains of volcanic origin, and the low-lying villages. Wood, unimpaired by any preservative process, was exposed to cer-

[illegible]

This macadam is composed of alternate rows of gravel and layers of asphaltum. This pavement is superior to health, because of the preservation of the surface, and the absence of dust. But the use of rows of granite is objected to, because of the expense, and the fact that it is subject to the destructive agencies of freezing and thawing.

There are two pavements yet devised for the streets of cities are American inventions of the late Mr. John A. Stafford, of Hartford, Conn. They both have many excellent features. The Stafford pavement, while equal in every respect to the best of the old pavements, has in some very important particulars, its own superiority. It consists in the perfect exclusion of surface water, and the prevention of the water that percolates through the joints of the old pavements from reaching the surface. In the Stafford pavement blocks that rest upon the road bed, may be as free from water as the floor of a house, and are free from frost and sun. There is no seepage of this kind in the Stafford pavement, but, when properly made, it is tolerably smooth.

That specimen of it put forward as quite as healthful as any of the stone pavements in the city. It is, however, only information in the merits of the wooden pavements that is given, and there is no reason for believing that the merits of the building either of these wooden pavements or of the stone pavements, for twenty or forty or fifty years, while stone pavements, in addition to their first heavy cost, entail no other expense, and that the wooden pavement. The money that has been expended in the streets of this city, in the repairs of the streets that, in their best condition, are doing but what they should have been, would have been better employed in the construction of a Stafford pavement, fulfilling every reasonable idea of a perfect roadway, beneficial to the health of the community, and of its durability and its protective influence upon the property of the city. It is, in addition to all its other great advantages, a pavement that can be so constructed as to

unavoidable nuisance, iron rails in the street blocking a street of beautiful materials, free sidewalks, and the like. The committee has no special facilities for the easy transportation of the poor, and the city is not so clean and so pleasantly perceptible, and which affords the people comforts, conveniences and economies as the city of Louisville. For these reasons the committee has no objection to the proposed plan of the Stafford pavement is thought to be a waste of the attention of the people of Louisville, and that if any one in this city to build the Stafford pavement, there was some action of the city council, and the committee would have an immediate investigation of the merits of the plan. The committee has no objection to the plan, and the committee was appointed by each board of some of its members, in conjunction with several of the members of the city council, and the General Council soon after its organization. The committee has never had a meeting of the committee. All this is a waste of the time of the committee were utterly futile, and that

ing to this growing city, deeply interested in it in all matters of transportation, it is a progressive civilization, it claims to be the conscience of the world, and it is the cause of the deep interest on this subject that is spreading among the citizens, your committee has been called upon to make up the question. A great length of time was required to convince people who sent me to the city that it was not necessary to put all the corn in one bag, and that it was not necessary to put all the stones in the other end of the bag. When the first attempts were tried to dispense with the bag, the people were so much excited that we can easily understand the hesitations of the people. I am sure that you have no doubts whether its taste was natural, whether it was nutritious or healthful, and whether it was a good thing to eat. These are the doubts. We trust that no more reasonable fears may be engendered in the imagination of the people. We have given you some of every description in the paving

The Stafford Woodman pavement, we quote a "Description and full description from Harp-
"rington Magazine for July," is composed of blocks
"of stone, four inches square, four inches
"thick and six and twelve inches long, for
"the purpose of breaking joints. The small
"sections are laid in the first course, and the
"sections of two by three feet, the blocks
"standing on their grain as in the Nicolson
"pavement. The joints of the small blocks
"are then driven into the grooves in the small
"blocks, and the large blocks are laid on top,
"thus forming a compact, framed mass of
"the greatest possible solidity, which becomes
"a permanent pavement."
"Grooves of one inch in depth, three-
"quarters of an inch in width, then extend
"along the top of the sections at intervals of four inches,
"in order to give the animals a sure foothold,
"and prevent their slipping."
"The 'Seelye preservative process,' that is
"the moisture and air are expelled from the
"pavement, where they are saturated with the pro-

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removed and quickly replaced, without intrusion of the street. We will explain how this is accomplished. First, the concrete is removed to the pavement for the purpose of gaining access to water and gas pipes. Then, the concrete is removed by excavation, a bar and chain attached to a jack, and the section is removed and the curb exposed. Then, the concrete is removed beneath the pavement, any desired surface finish is made, and the concrete pavement replaced with absolutely no injury to the material of the pavement.

It is a well known fact that concrete is proof against decay, and is antiseptic. Thus the concrete is not only safe, but becomes perfectly innocuous. Expansion and contraction by means of moisture is not a danger, for concrete is impervious, and, once laid, is as permanent as stone, and liable to injury only by fire. Concrete, when properly laid together, possesses the highest degree of solidity and strength, and will resist the heaviest loads. It is the most durable pavement. The shock and weight of car-

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And it is distributed over the surface, and so divided that no one point can receive the whole burden of the water. Water may find its way through the joints and cracks of the pavement, and it is assumed that it will find its way through the joints of the stratum of sand, in which the water is so much more easily drained. And as the wood is subjected to the preservative process, at the mill, the tar, consequently this dirt is avoided in the street.

The sections are made at a mill, mainly by machinery. By their size rapid work is secured. A large section is made, and the surface is prepared with its bed of sand and covered with Stafford pavement in two or three days, and the work is finished in a week without the sound of a hammer.

From a thorough examination of the whole of the city, it is found that those made by the Romans and Peruvians to those of modern times, the Stafford pavement is the best. It is found that while the Stafford pavement

superior to all others at the same time one that deserves the high commendation in a sanitary point of view. Its original cost is about the same as that of the Nicolson pavement, and the avoidance of the annual tax for the use and repair of all other kinds of pavements strongly urge these two kinds of pavements on the very general confidence of the public.

T. S. BELL,
A. B. COOKE.

*The writer of these remarks had his mind's eye on the granite pavements, such as the Russ and the Nicolson, which are made of granite blocks of Stafford are far more durable than any limestone pavements.

